



DATE: February 27, 2019

AGENDA ITEM # 2

AGENDA REPORT

TO: Complete Streets Commission

FROM: Zachary Dahl, Planning Services Manager

SUBJECT: 999 Fremont Avenue – New Mixed-Use Building

RECOMMENDATION:

Recommend approval of Commercial/Multi-Family Design Review Application 18-D-02 to the Planning Commission

PROJECT DESCRIPTION

This is a Design Review application for a new mixed-use development at 999 Fremont Avenue. The proposed project is a two-story building with 1,614 square feet of commercial space on the first floor, three condominium units on the second floor and grade level parking with a mechanical parking lift system with 14 total parking spaces. The project site is designated as Neighborhood Commercial in the General Plan, zoned CN (Commercial Neighborhood), within the Loyola Corners Specific Plan area and is 7,929 square feet (0.18 acres) in size.

The existing site, which is triangular in shape and bounded by Miramonte Avenue, Fremont Avenue and A Street, includes a one-story commercial building with a drive-thru and surface parking along Miramonte Avenue and Fremont Avenue.

The project's Trip Generation and Site Access Study is included as Attachment A and a condensed version of the project plans that focuses on the project's bicycle, pedestrian, circulation and parking amenities is included as Attachment B.

BACKGROUND

Within the development review process, the Complete Streets Commission considers projects at a public meeting and acts in an advisory capacity to the Planning Commission and City Council on bicycle, pedestrian, parking and traffic matters. For Commercial/Multi-Family Design Review applications, the Commission shall review and provide a recommendation on the elements of the application that pertain to bicycle, pedestrian, parking and traffic issues.

With regard to traffic analysis, the Circulation Element in the General Plan includes an implementing program (C8) that outlines the criteria for reviewing traffic and circulation for new development as follows:

Evaluate development proposals and design roadway and access improvements based on established Level of Service standards and vehicle trip distribution to minimize impact on local residential and collector streets:

- 1) Require public review of any development project or other proposal that causes an intersection to degrade by one or more levels of service (e.g., LOS A to B, LOS B to D);
- 2) Require a transportation analysis for all development projects resulting in 50 or more net new daily trips. The analysis shall identify potential impacts to intersection and roadway operations, project access, and non-automobile travel modes, and shall identify feasible improvements or project modifications to reduce or eliminate impacts. Impact significance should be consistent with the criteria maintained by the Santa Clara Valley Transportation Authority. City staff should have the discretion to require focused studies regarding access, sight distance, and other operational and safety issues;
- 3) As part of the development review process, the primary access for major traffic generators should be established on arterial roadways, and overall access should be designed to minimize traffic intrusion to residential neighborhoods; and
- 4) Only after preparation of an environmental impact report with associated findings, accept Level of Service E or F operations at City-monitored signalized intersections after finding that no practical and feasible improvements can be implemented to mitigate the lower levels of service. A proposed development that causes or exacerbates LOS E or F operations and causes a significant intersection impact should be considered for approval if it will provide a clear, overall benefit to the City (e.g., library expansion or relocation, new community center).

With regards to bicycle parking standards, the City does not have an adopted ordinance, but does rely on the Valley Transportation Authority (VTA) Bicycle Technical Guidelines as a recommended bicycle parking guideline. For general multi-family dwellings, VTA recommends one Class I space per three units and one Class II space per 15 units. For retail and similar commercial uses, VTA recommends one Class I space per 30 employees and one Class II per 6,000 square feet of floor area. A Class I space is defined as one that protects the entire bicycle and its components from theft, vandalism or inclement weather and is appropriate for long-term parking (two hours to all day). A Class II space is defined as a rack to which the frame and at least one wheel can be secured with a user provided U-lock or padlock and cable and is appropriate for short-term parking (less than two hours).

DISCUSSION

Traffic and Parking

The site includes an existing 1,000 square-foot commercial building with a café/retail use that generates 42 average daily trips (ADT). The proposed project, with 1,600 square feet of commercial/retail space and three residential units, will generate 79 ADT, which results in a net increase of 37 ADT. Since this is under the City's threshold of 50 net new daily trips, a full transportation impact analysis (TIA) is not required for the project. The project's Trip Generation and Site Access Study (Attachment A) provides information to support this conclusion as well as an analysis of project site circulation and access.

The onsite vehicle circulation includes a driveway on Miramonte Avenue in roughly the same location as the existing driveway entrance and will remove the existing driveway on Fremont Avenue. To minimize conflicts with the existing street circulation patterns, staff identified Miramonte Avenue as the most appropriate street to provide site access and discouraged the placement of the new driveway on Fremont Avenue or A Street. The Site Access Study also analyzed the driveway's sight-distance,

onsite vehicle circulation, garbage truck access and mechanical parking lift system, and did not identify any design or functionality issues with these elements.

The onsite parking includes six surface level parking spaces to serve the commercial spaces and a three-level Klaus TrendVario 4300 mechanical parking lift system with eight parking spaces to serve the residential units. Within the Loyola Corners Specific Plan area, commercial uses are required to provide one onsite parking space for every 300 square feet of floor area and multi-family residential uses are required to provide two onsite parking spaces for each unit with two or three bedrooms. Thus, the project is required to provide a total of 12 onsite parking spaces to comply with the Zoning Ordinance. Since the project is providing a total of 14 onsite parking spaces, the two additional spaces in the mechanical lift could be used for employee parking if necessary or additional parking for the residential units. The six surface level spaces for the commercial spaces can also accommodate evening guest parking for the residential uses, so no additional onsite guest parking is required. Due to the existing street configuration, there will not be any on-street parking located along any of the project's street frontages.

Bicycle and Pedestrian

As recommended by the VTA guidelines, the project should provide at least two Class I bicycle parking spaces and two Class II spaces. As specified by the traffic engineer and shown on the Basement Floor Plan (A.3), there is a storage room in the basement with the capacity to hold up to nine bicycles, which can serve both the residential units and the commercial employees. In addition, an inverted U-shaped bicycle rack with two spaces (Class II) is proposed on Fremont Avenue near the building's main entrance. Overall, the proposed project's bicycle parking will exceed the VTA Guidelines for bicycle parking spaces for both the residential and commercial uses.

The project will be replacing the five-foot wide public sidewalk along Miramonte Avenue, installing a new eight-foot wide sidewalk along Fremont Avenue and installing new landscaping and street trees along A Street. The Fremont Avenue frontage will also include new street trees, planter boxes, benches and a street light. Due to the narrower sidewalk along Miramonte Avenue, and to be consistent with the Loyola Corners Conceptual Streetscape Plan, no new street trees are proposed along this frontage. Overall, the project's bicycle and pedestrian amenities and improvements appear to meet or exceed all applicable City policies and guidelines.

Environmental Review

It is anticipated that this project will be categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act because it is an in-fill development on a site in an urban setting that is under five-acres in size. A more detailed analysis will be conducted prior to the Planning Commission public hearing.

Attachments:

- A. Trip Generation and Site Access Study, Hexagon Transportation Consultants
- B. Project Plans